Welcome!

Seward & 36th
IMPROVEMENTS

The purpose of tonight's meeting is to hear your ideas about:

- Midtown congestion issues
- Opportunities for solutions
- Criteria for evaluating solutions

Presentation starts at 6 pm.

Project Background

- Every day, more than 55,000 vehicles travel through the New Seward Highway/36th Avenue intersection.
- The intersection is failing—it can't meet demand from the growth in Midtown and U-Med District.
- The New Seward Highway/36th Avenue intersection tied for second place as the intersection with the highest number of vehicle collisions in the MOA, generally rear-end collisions.
- A high priority project in the current Anchorage Metro Area Transportation Solutions (AMATS) 2035 Metropolitan Transportation Plan (MTP).
- Currently 100% state-funded at $36 Million, although the project would likely cost more.

Purpose & Need

Proposed Purpose:

- To accommodate existing and future travel demand at the Seward Highway/36th Avenue intersection in Midtown Anchorage

We need this project to

- Relieve unacceptable traffic congestion
- Improve operational and travel efficiencies
- Remedy safety problems associated with the intersection

Question for the public

What problems or needs do you see?

Project Area Map

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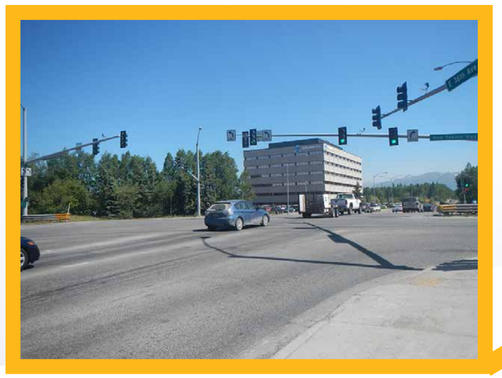
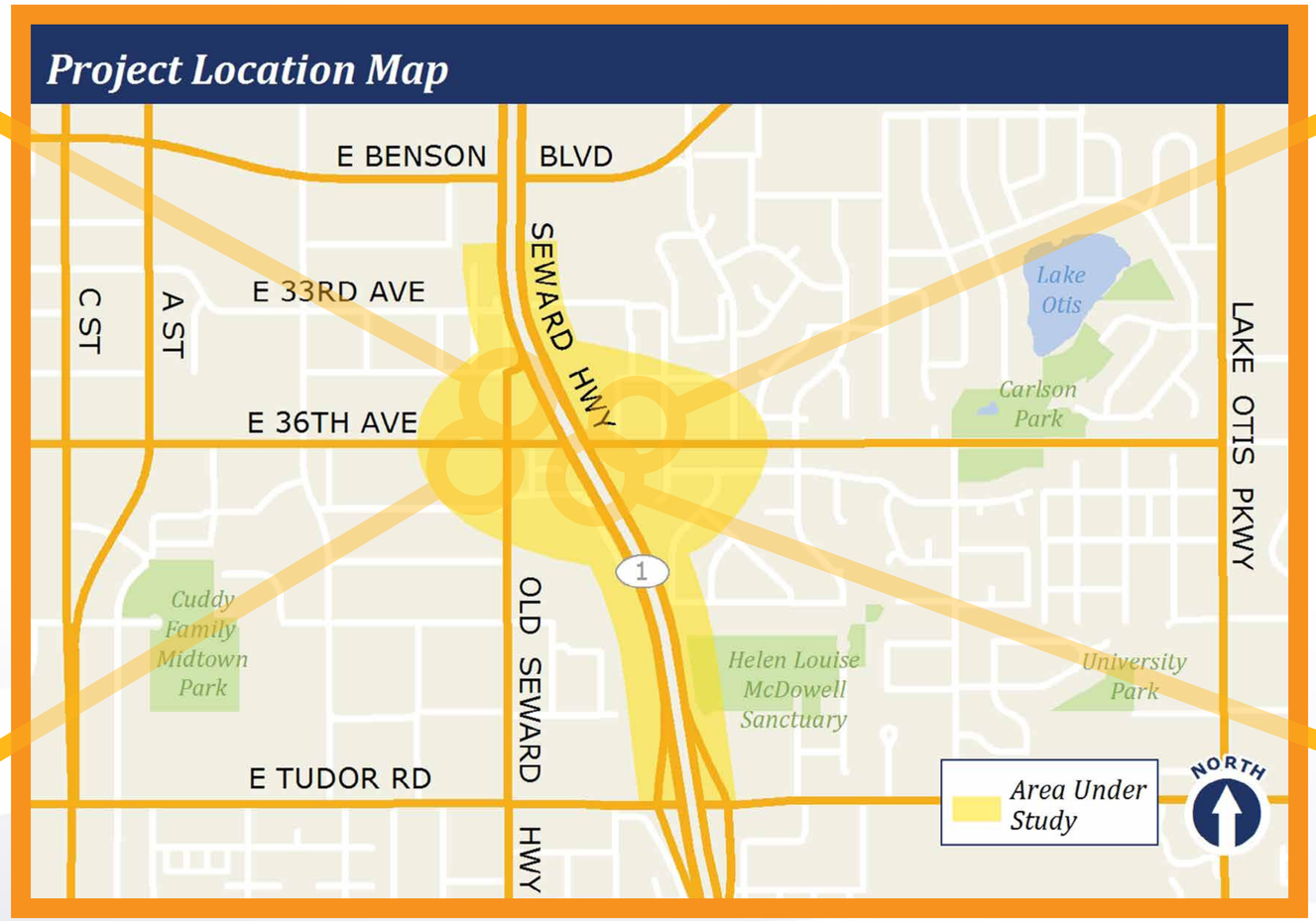


Project Location Map



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Project Goals

- Improve traffic flow in Midtown and on the Seward Highway
- Shorten travel times to and from Midtown and U-Med District
- Improve safety by reducing crashes
- Improve safety and travel for pedestrians and bicycles
- Consistent with AMATS 2035 LRTP

What we've heard

- The over-capacity arterials currently connecting the highways are a problem.
- Don't assume that adding capacity will decrease congestion.
- Traffic lights hinder traffic.
- There aren't enough lanes.
- Consider that development will impact capacity in specific locations and address those locations.
- Optimizing the timing of stoplights might be helpful.
- The decrease neighborhood cut-through traffic.
- Roadway design in Anchorage has led to vehicles waiting to turn backing up into through lanes because the turn pockets are too small.
- Concern about access to neighborhoods during construction.
- Add more under/overpasses and remove stoplights.
- Increase the speed limit to solve transportation problems.
- Increase spending and improve existing roads, potentially adding lanes, and provide better maintenance.

Anticipated Schedule

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20% design delivery and environmental document in early 2014

2014

Construction targeted for work in 2015 pending funding

2015

Decision Matrix

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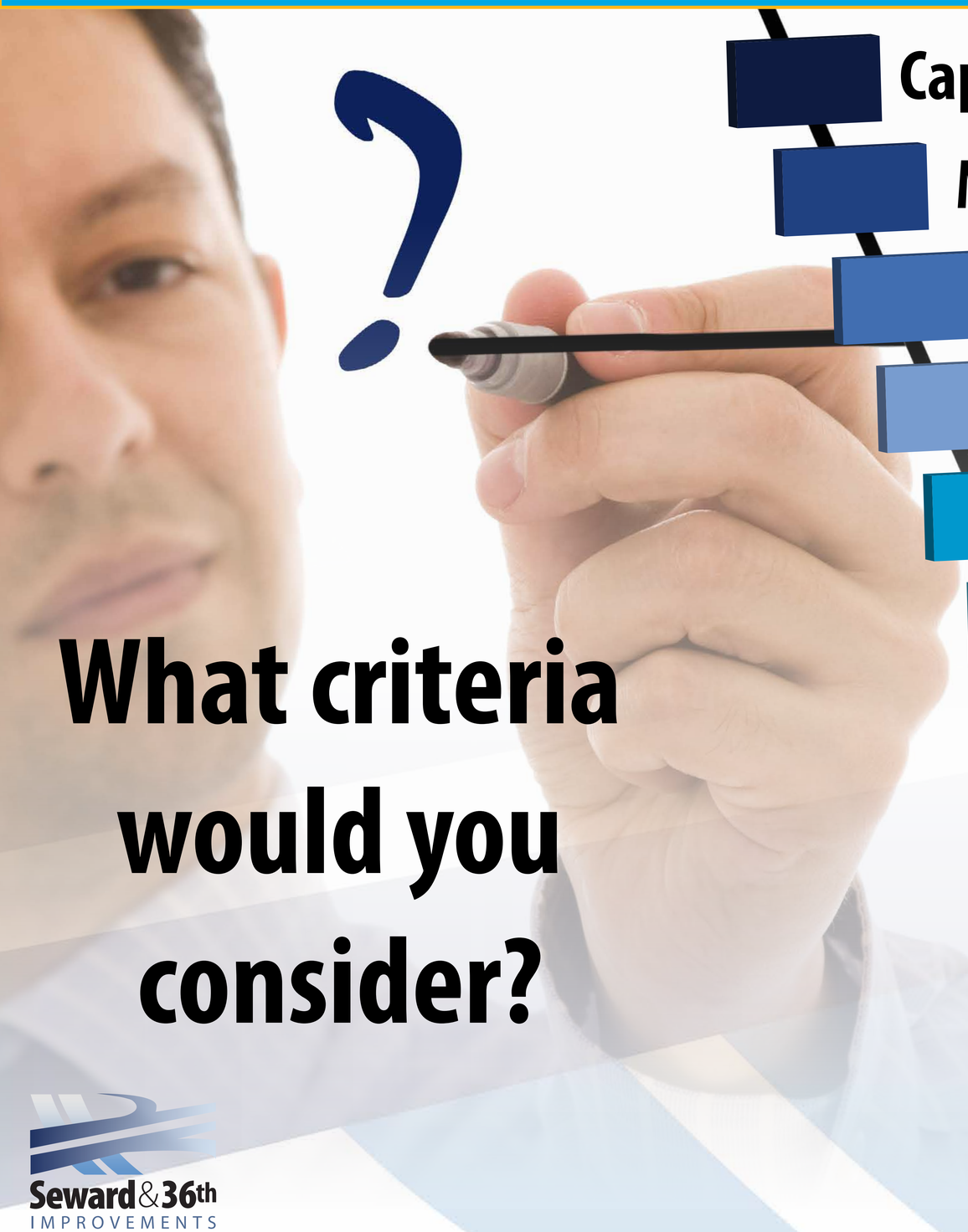

What criteria would you consider?

- Capital costs
- Minimize impacts to private property
- Traffic operations
- Facility maintenance
- Supports pedestrian and bicycle traffic
- Maintains traffic flows
- Ease to navigate
- Minimize environmental impacts
- Increases safety
- Public Involvement
- Other?

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Design Alternative

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Hybrid Single Point Urban Interchange (hSPUI)

Benefits

- Allows Tudor Road interchange to remain without modification
- Does not preclude possible future interchange to north
- Allows full access to U-Med District
- Allows full traffic access to all roadways

Challenges

- Changes driver expectation of access to U-Med District *(short learning curve)*

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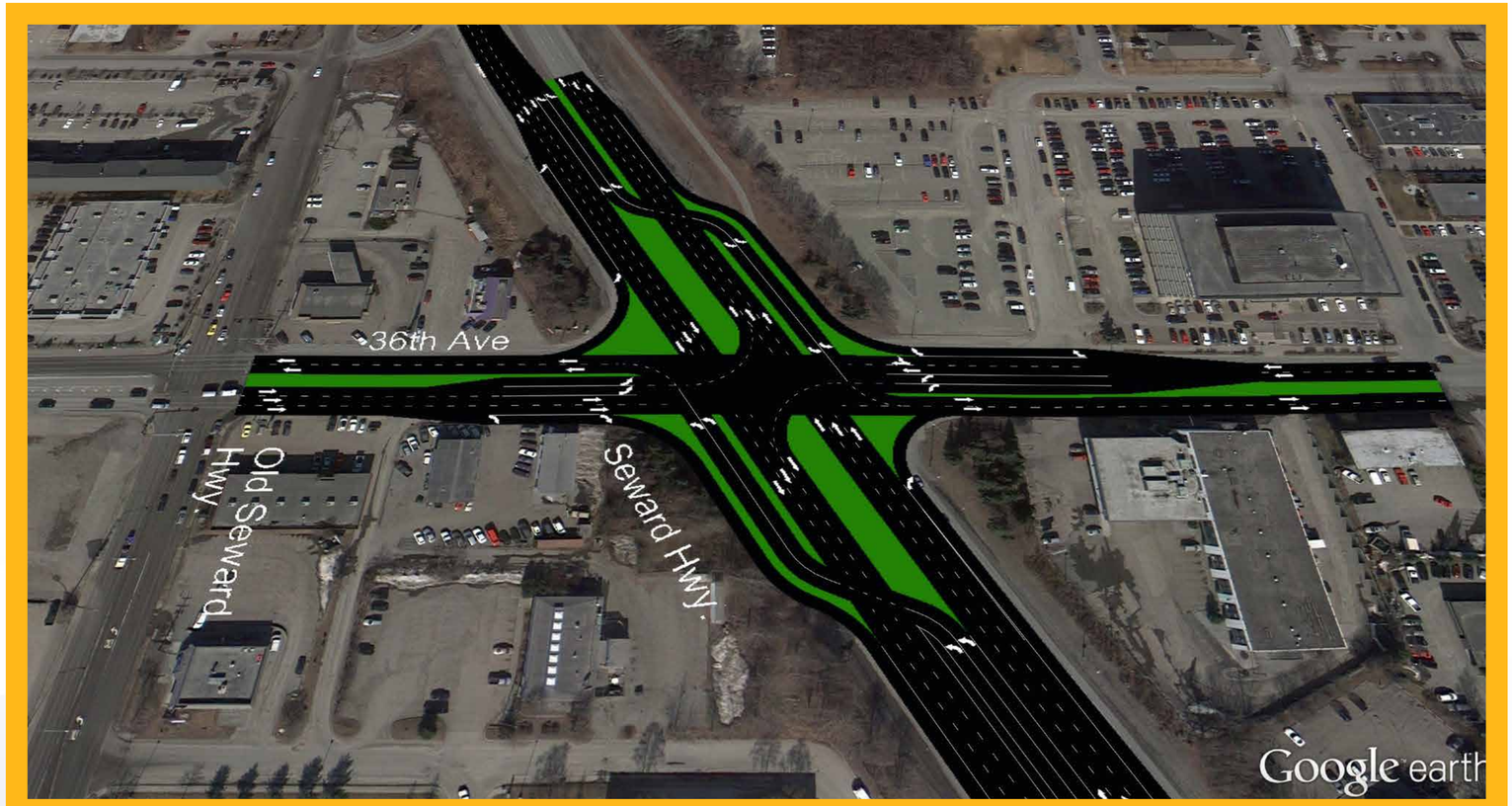
Design Alternative

Continuous Flow Intersection (CFI)

Benefits

- At-grade solution
- Eliminates phased traffic signals and reduces queues
- Can be built with current funding



Challenges

- Shorter life expectancy *(less than 10 years)*
- Harder for pedestrians and bicycles to use
- CFI's have not yet been used in colder climates
- Changes driver expectations of left-turns *(short learning curve)*

Design Alternative

Hybrid Diverging Diamond Interchange (hDDI)

Benefits

- Could handle twice the traffic numbers present today
- Approximately 75% safer than Vehicles no longer cross n traditional intersections
- Better for pedestrians and cyclists, fewer crossing areas/ points of conflict

Challenges

- Changes driver expectations *(short learning curve)*
- Could not easily be changed in the future

Design Alternative

No Build

↘ Benefits

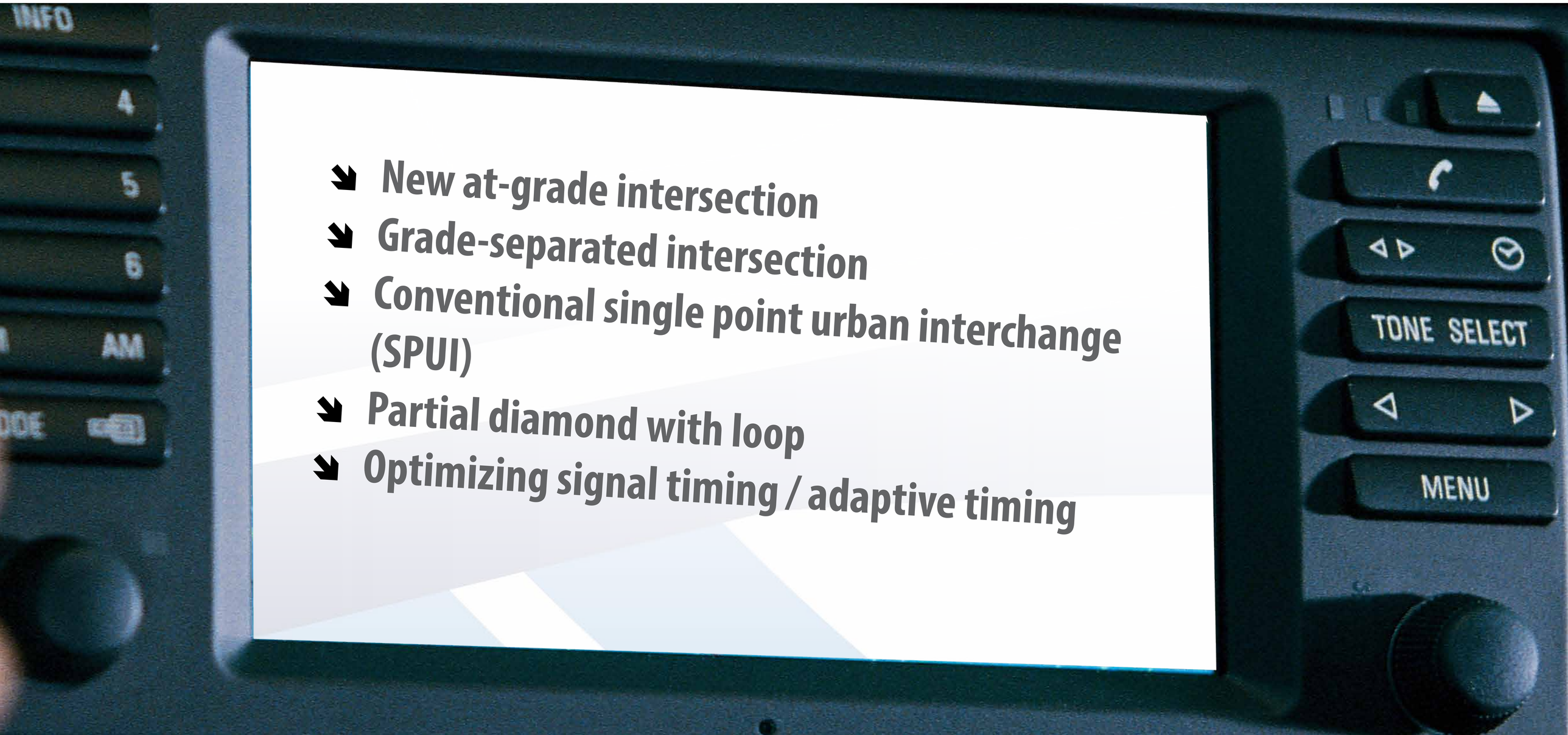
- » Least immediate capital cost

↘ Challenges

- » More accidents
- » Increased congestion resulting in gridlock
- » Does not meet goal of AMATS

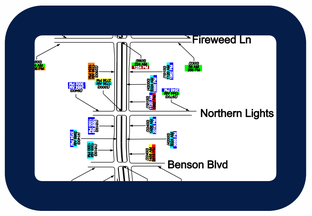
Alternatives No Longer Under Consideration

The following alternatives are no longer being considered because they do not adequately address safety or congestion problems.



Next Steps

- **Summary report based on matrix and public comment**
  - » *Winter 2013-2014*



- **Preliminary engineering design for recommended alternative / *(20 percent design)—Summer 2014***

- **Open House / *(preliminary design level)—Summer 2014***

- **Final Design—pending funding availability**

- **Construction—pending funding availability**

Submit a Comment

We want to hear from you!

Submit a comment here or visit our website at www.sewardand36th.com

You may also contact

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